

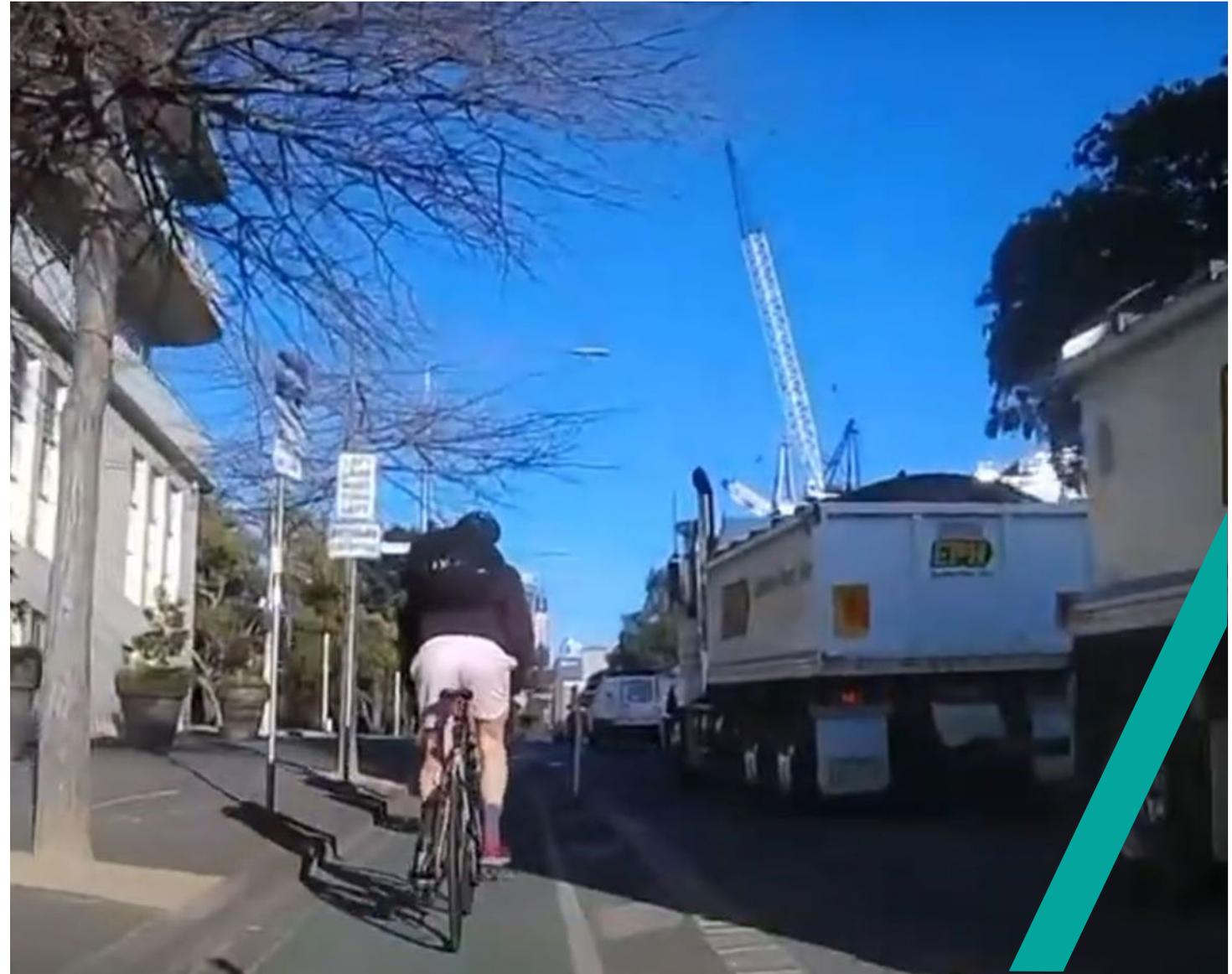


Department
of Transport
and Planning

CLOCS-A Forum Opening Address

Nicola Fotheringham
Road Safety Victoria

May 2025



The Safe System approach

- The Victorian Road Safety Partnership's work is based on the Safe System approach to improving road safety and is informed by evidence and data.
- The Safe System is underpinned by the following principles:
 - people are human and sometimes make mistakes
 - roads, roadsides, and vehicles need to be designed to minimise crashes or reduce forces if a crash happens
 - road safety is a shared responsibility.
- This means that initiatives to create safer roads, speeds, people, and vehicles need to be implemented together.



SAFE ROADS

Design, operation and maintenance of the road and roadside to reduce likelihood and severity of crashes.



SAFE VEHICLES

Safety features and technology in vehicles to limit the likelihood and severity of crashes.



SAFE SPEEDS

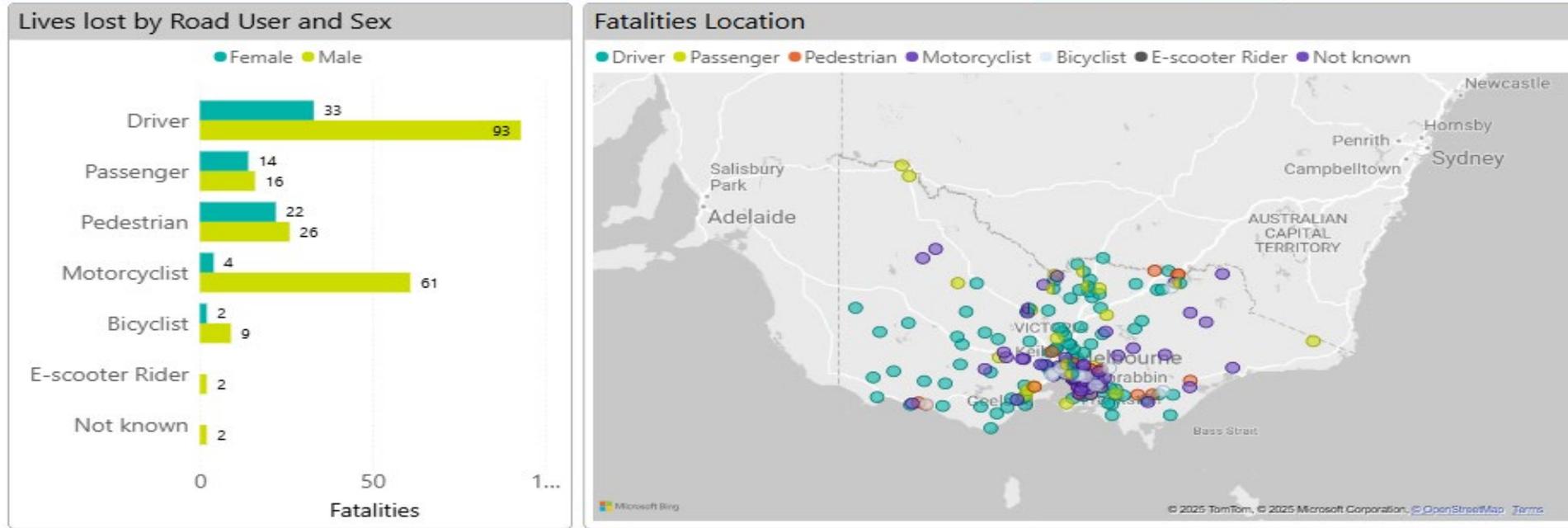
Speed limits, compliance and physical constraints resulting in safer speeds to limit the likelihood and severity of crashes.



SAFE PEOPLE

Road user behaviour, including licensing, education, enforcement and personal safety equipment.

Lives Lost on Victorian Roads in 2024 – Breakdown and Comparison

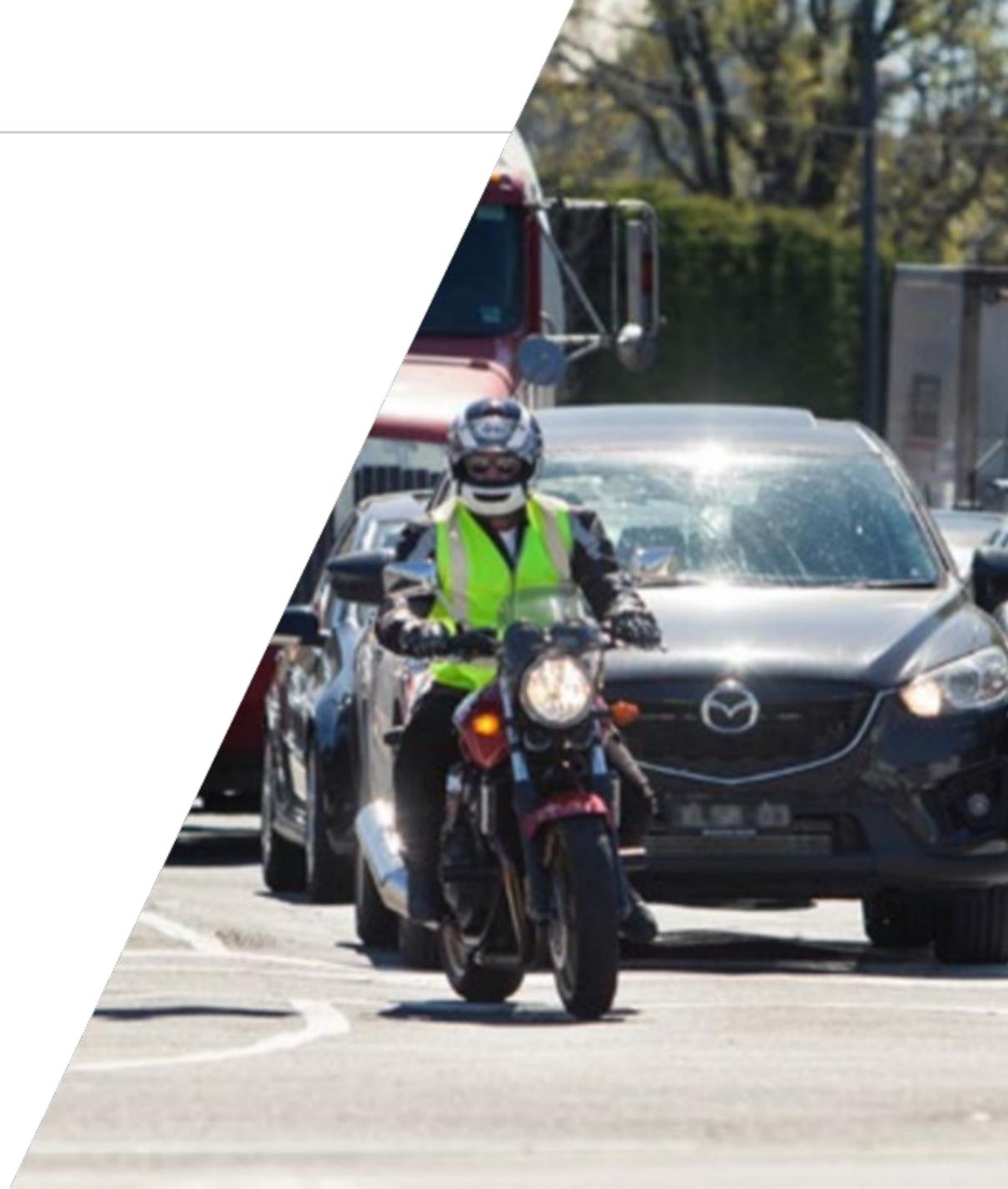


- **more motorcyclists** were killed (65, 23%)
 - up 17% from 2023 and up 41% compared to the previous 5 years (2019–2023).
- Of the 284 lives lost in 2024:
 - people killed who were **unprotected road users** **increased**
 - from 36% in 2023 to 45% in 2024.
 - lives lost in crashes in **Metropolitan Melbourne** **increased**
 - from 41% in 2023 to 48% in 2024.
 - In 2024, there were 36 lives lost from crashes involving a HV. Of these, 14 (39%) were VRUs.

Serious injuries to vulnerable road users

In 2023/24, 1,969 (35%) of serious injuries on Victorian roads were vulnerable road users (bicyclists, motorcyclists, pedestrians and pillion passengers).

Of these, 487 (45%) of the most severe (MAIS3+) injuries on Victorian road were to vulnerable road users.



Road Safety 2030 Targets

International



DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries **BY AT LEAST 50%** during that period

National



INFRASTRUCTURE AND TRANSPORT MINISTERS | National Road Safety Strategy

National Road Safety Strategy
2021-30



Targets by 2030

| | |
|--|--|
|  Fatalities reduced by 50% an approximate reduction in rate per capita of 55% |  Serious injuries reduced by 30% an approximate reduction in rate per capita of 38% |
|--|--|

Note: Serious injuries target is interim until mid-term review to establish the potential for lifting it by 2030

Victoria



VICTORIAN ROAD SAFETY STRATEGY
2021-2030



This Road Safety Strategy aims to halve road deaths and reduce serious injuries by 2030 and put us on the path to eliminating road deaths by 2050.

Victorian Road Safety Strategy 2021–2030

Strategic Goals by 2030

The strategy's objectives are to:

- ensure all Victorians are safe and feel safe, on and around our roads.
- halve all road deaths by 2030 and to eliminate all road deaths by 2050
- encourage a culture of road safety within the Victorian community
- deliver a suite of initiatives that have an impact in the short-term while preparing us for the future.



Improve outcomes for vulnerable and unprotected road users who are involved in a crash



Ensure unprotected and vulnerable road users are supported by the road system, not impacted by it



Reduce the occurrence of old and unsafe vehicles as a contributing factor to road trauma



Reduce fatalities and serious injuries where alcohol and/or drugs are involved



Prepare the road network for the increasing connectivity and automation of vehicles



Reduce fatalities and serious injuries where speed is a contributing factor



Reduce fatalities and serious injuries where drivers engage in distracting behaviour



Minimise or eliminate road safety hazards for those who work on or use the road for work



Make remote and rural roads safe for all road users



Prepare an optimised crash data set to inform future action plans and strategies

Action Plan 2

Delivering investment of over **\$1.1 billion** to continue our commitment of halving deaths and significantly reducing road trauma by 2030, including **\$350 million** for new initiatives.

ROAD SAFETY ACTION PLAN 2



VICTORIA
State
Government

Victorian Road Safety Action Plan 2

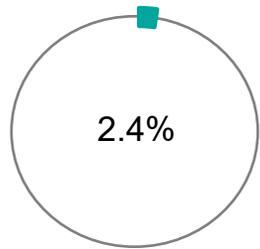
Aims to reduce road trauma by focusing on key priorities:

- > Protecting vulnerable and unprotected road users including pedestrians, bicycle users, other active transport users and motorcyclists.
- > Addressing risky behaviours such as speeding, driving under the influence of alcohol and other drugs as well as distracted driving, driving while fatigued and not wearing seatbelts.
- > Improving vehicle safety by encouraging the uptake of newer, safer vehicles, and continuing to collaborate on vehicle standards and regulation

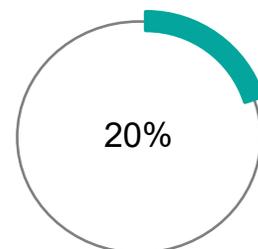


Heavy vehicles and current safety trends

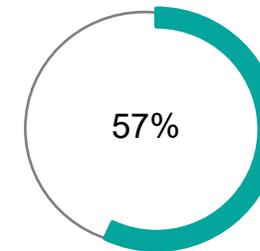
01 Heavy vehicles are proportionally over-represented in crashes resulting in fatality or serious injuries



Heavy rigid vehicles comprise only 2.4% of total registrations in Victoria



Yet they're involved in 15-20% of road fatalities, almost all of which are borne by other road users

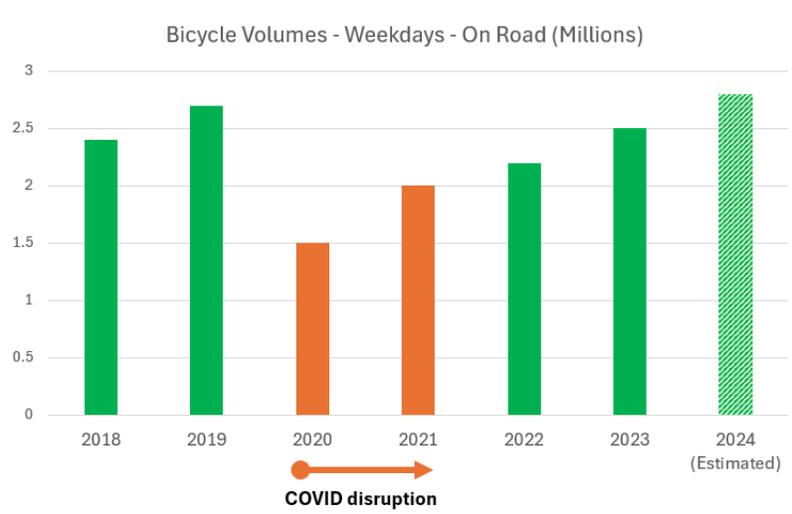


57% of FSIs involving heavy vehicles occur in metro areas, compared with regional Victoria.

Heavy vehicles and current safety trend

. 02 Future challenges and opportunities

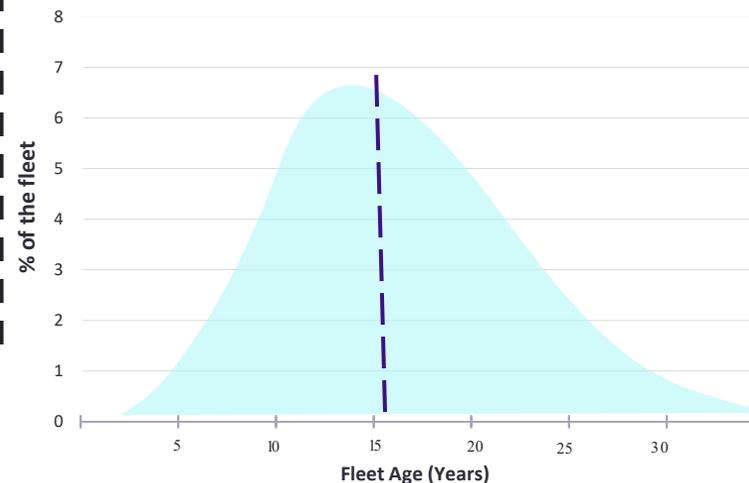
Number of trips increasing for bicycle riders in urban areas



(Total count recorded each year at 19 on-road bicycle counters placed mainly in inner Melbourne.)

An ageing fleet of heavy rigid trucks with limited fitment of safety features

Average age of heavy rigid vehicles is
16.6 years in Victoria and
16.3 years nationally



Australia is broadly lagging other OECD countries in relation to the uptake of heavy vehicle safety features.

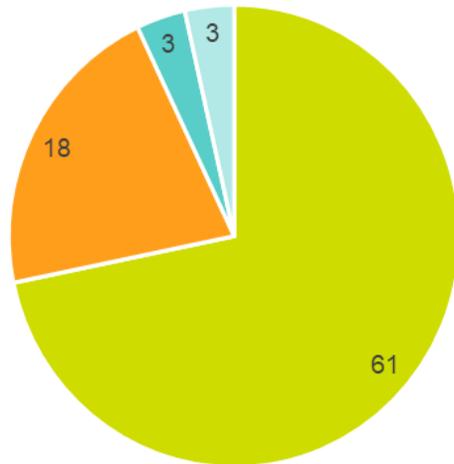
EU mandated the following technologies in 2022:

- > Autonomous Emergency Braking (AEB)
- > Lane Departure Warning Systems (LDWS)
- > Advanced Driver Distraction Warning Systems (ADDW).

What's the safety problem for vulnerable road users and heavy vehicles?

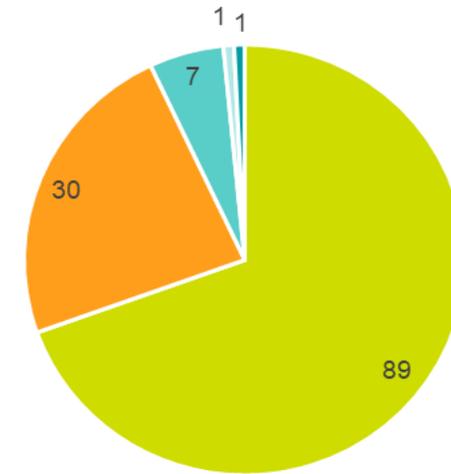
Breakdown of truck body types involved in crashes where a vulnerable road user was killed or seriously injured in 2014 -2021

Bicycle Riders



■ Heavy Vehicle (Rigid) > 4.5 Tonnes ■ Prime Mover - Single Trailer
■ Prime Mover B-Double ■ Prime Mover Only

Pedestrians



■ Heavy Vehicle (Rigid) > 4.5 Tonnes ■ Prime Mover - Single Trailer
■ Prime Mover B-Double ■ Prime Mover B-Triple
■ Prime Mover Only

Construction trucks represent some of the oldest trucks in the truck fleet

May be owner operated trucks

They are often older models without the latest safety features

Geographic location

Construction sites are often located where there is a high number of bicycle riders, motorcyclists and pedestrians using surround paths and roads e.g. Flinders St/Swanston St intersection.

Truck/Vulnerable Road User interactions

Create very dangerous events in which pedestrians, bicycle riders and motorcyclists, collectively known as 'Vulnerable Road Users', are hyper vulnerable.

New standards
to improve
safety during
construction
projects.



Coming soon

- Truck driver training resources
- A Council Implementation Resource

The screenshot shows the Transport Victoria website. The header includes the logo and navigation links: plentyroad, Road rules and safety, Registration and licensing, Business, Plan a journey, and News and resources. A search bar is in the top right. The breadcrumb trail is: Home / Business / Heavy vehicles / Heavy vehicles road safety / Construction trucks and community safety. The main heading is 'Construction trucks and community safety' with a sub-heading 'View resources to improve safety when construction trucks are used near pedestrians, bicycle riders and motorcyclists.' Below the heading are four blue dots.

This page has been created to share the resources we've developed over the past three years to help state and local government, developers and utilities better manage their construction projects and the construction industry improve delivery, with more consideration for vulnerable road users.

Watch the video below to learn about the measures Metro Tunnel has implemented to protect pedestrians, bicycle riders and motorcyclists.



On this page

- Truck safety features
- Driver training
- Temporary traffic management planning and vulnerable road users
- Route selection
- Victorian crash analysis data
- Communications and publicity
- Model contract clauses
- Key partners

Truck safety features

To help improve safety, we've developed the following truck safety feature recommendations for construction trucks used at construction sites:

- Trucks should have side under-run protection
- The truck's front, rear and side blind-spots should be eliminated or minimised through the use of visual aids, sensors and audible or visual alerts
- Trucks should be fitted with audible indicators to alert other road users when they're turning left
- Trucks should display prominent signage warning people of the dangers of travelling too close to trucks

The logo for the Victoria State Government, featuring a black downward-pointing triangle with a teal triangle inside it.

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